

People Urged to Back Harding's Plan for Big Merchant Marine

President Harding has proposed a plan of creating an adequate American merchant marine by measures providing for ship subsidies.

There is no question of the necessity for developing an American merchant marine at least equal to the merchant marine of any other country.

America has assumed the leadership of the world in industry, and the desirability of possessing an American merchant marine to distribute American products through the world and to develop to the utmost new markets for them is apparent to everyone.

A new and vital need for an American merchant marine, however, has arisen with the proposed new treaties of alliance and agreements to limit naval construction.

The theory of these agreements is that the United States should be allowed a navy equal to that of Great Britain. But the actual sea power of Great Britain, the actual naval force available in time of war, is the navy of Great Britain plus the convertible merchant marine.

In fact, it is easily conceivable that the actual battleships of Great Britain might not in time of war equal in importance the immense convertible merchant marine which Great Britain has developed and is always further developing.

Certainly the actual naval vessels of Great Britain plus her convertible merchant marine—her auxiliary navy—give her a sea power double that of the United States under present conditions.

And when we add to this the sea power of Great Britain's ally, Japan, which consists of a formidable navy plus a formidable convertible merchant marine, we see how dangerously inferior the United States is with a naval defense limited to its purely naval vessels.

To express the situation in figures—similar to those which have been used in the international naval agreement—let us place the actual British naval strength at five plus a convertible merchant marine equalling another five.

Let us then place the Japanese navy at the figure three, plus a convertible merchant marine equalling another three.

The total of these units of sea power would then sum up ten for Great Britain, six for Japan, and sixteen for the Anglo-Japanese Alliance.

To oppose this combination, or even to oppose one of these nations individually, the United States has an actual naval force equal to five units, and a convertible merchant marine barely equal to one unit.

So that under present conditions the fighting force of the United States—naval power plus merchant ships convertible into an auxiliary navy—is practically no greater than that of Japan, not much more than half that of England, and only a little more than a third that of the Anglo-Japanese Alliance.

The importance of a merchant marine, therefore, for the United States now becomes much more than commercial. It is a vital matter of adequate naval defense.

The proportion of naval defense patronizingly permitted to the United States by Great Britain is wholly inadequate in the face of the Anglo-Japanese Alliance.

But it becomes fearfully insufficient in the absence of a convertible merchant marine at least equal to that of Great Britain. The question, therefore, before the country is not whether we should have an adequate merchant marine. All patriotic citizens, Democratic or Republican, must agree on that point.

The only question is how such a merchant marine can be secured in the best manner and in the quickest manner.

There are three available methods: One may be called the Democratic method, by means of preferential duties; another may be called the progressive method, through public ownership and operation; the third is what we might call the conservative method, through subsidies.

It may be urged more or less convincingly by Democrats that the method of preferential duties is the best, and that it has demonstrated its value by the actual creation of an American merchant marine in the past which flaunted

the American flag on every sea and challenged in every quarter of the globe the supremacy of Great Britain on the seas which she is supposed to rule.

It may be logically argued by the progressive thinkers of the community that Government ownership and operation of a merchant marine is the method most in line with modern thought and modern economic and political development.

It may also be argued with equal logic by conservatives that the ship subsidy method of developing an American merchant marine is the surest, because it is the method employed by the nations which actually possess the greatest merchant marines, such as England and Japan.

The question, however, is not so much a theoretical one as it is a practical one, and resolves itself into the plain proposition as to which of the three methods can be employed most immediately and most effectively.

The present Republican National Administration—the only power to which the people can look for help in this emergency—has pronounced in favor of the ship subsidy as the best means of creating the required American merchant marine.

The Hearst papers have never been in favor of a ship subsidy, but they will support the proposal of President Harding on the purely patriotic grounds that it is better to have a merchant marine created by a ship subsidy than not to have a merchant marine at all. And obviously there is no immediate prospect of securing a merchant marine by any other means.

Moreover, with a merchant marine once thoroughly established and efficiently operated, there will be no reason why some progressive Administration in the future may not take over this established merchant marine and operate it under Government ownership—if the people of the United States at that time shall feel convinced that Government ownership is the best method of operating a merchant marine in the interests of the whole nation.

The Hearst papers call upon their readers, of whatever political faith, to support President Harding in his patriotic demand for an American merchant marine, and not to deliberate too long or to debate too much over the particular method by which this merchant marine is to be secured.

Preferential duties can always be added to our policy at a later date if desirable.

Ultimate Government ownership, as stated above, can be looked forward to by those who are committed to that method.

But the immediate opportunity under the present Administration is a merchant marine through ship subsidy.

And the requirement of a merchant marine is so immediate, the necessity so pressing, that the quickest way is the best way in the opinion of these newspapers.

There is, moreover, much to be said in illustration of the demonstrated success of ship subsidies in developing the British merchant marine.

And there is likewise much to be said by argument derived from proved practice and experience in encouraging the railroads to develop their carrying facilities by steamship lines operated in connection with the railroads.

This much has been demonstrated by the British Empire in connection with the Canadian Pacific Railway, and these newspapers advise the people of the United States and the Government of the United States to put into immediate practice in the creation of a merchant marine all that Great Britain has proved to be practical and beneficial, and then to add to these plans and policies whatever the enterprise and ingenuity and resourcefulness of the people of the United States shall devise in the future to increase the advantage of these plans and policies.

Let us, therefore, good citizens, stand back of our President in his demand for an American merchant marine, and agree with him, for the present at least, upon the policies which he considers best suited to its immediate creation.

Thus we will, without selfishness and without prejudice, do our patriotic duty as we see it.

WILLIAM RANDOLPH HEARST.

HARDING FACES HARD PROBLEMS AS HE RESUMES

Return to White House Finds Many Questions to Be Settled.

By GEORGE R. HOLMES, International News Service.

A bulky budget of trouble lay on the doorstep of the White House last night awaiting the return of President Harding from Florida.

In it reposed a legislative log jam, a threatened Congressional revolt, an almost certain nation-wide coal strike in two weeks, a near-row in the Cabinet and a dozen or so minor matters of discord, all requiring Executive attention.

The existing situation is admittedly the most difficult that has confronted President Harding since he came to the White House a year ago, and it was predicted by Republicans and Democrats alike today that a "showdown" is imminent in several directions that will call into play all of the President's mediatory powers to preserve party harmony. An additional complication in the fact that Congress is getting restive at the delays, encountered and prospective.

Fences Need Mending. The fall elections are seven months away, and there are political fences that need mending.

A half-dozen of the President's most serious problems which require immediate attention are:

1. The bonus muddle.

2. The imminence of a nation-wide coal strike in both bituminous and anthracite fields on April 1.

3. Congressional determination to cut both Army and Navy far below the figures set by the War and Navy Departments as the minimums.

4. The inter-departmental row caused by the proposed transfer of the Bureau of Forestry to the Interior Department and the transfer of the prohibition enforcement to the Department of Justice, and other changes.

5. A division of opinion in the Republican party over the advisability of passing tariff legislation before the fall elections.

6. Growing opposition, headed by farmer and labor interests in Congress, to the Administration's ship subsidy plan.

In addition to these, there still exists some uncertainty about the conference treaties. Apparently the Administration commands sufficient votes to ratify, but the margin of safety is so narrow that the shifting of two votes might change the outlook in a twinkling. And Administration leaders, while outwardly confident, are none too complacent about the situation.

Talk to Harding.

Republican leaders at the Capitol are going to lose no time in taking their troubles to the White House. The President gets back from his Southern vacation this afternoon. Tonight the perplexed leaders of the House are going to the Executive Mansion en masse in an effort to clear the muddy waters in which the bonus question has swum for the last few weeks.

Close in the heels of the bonus handlers will come Congressmen Madden and Anthony of the House Appropriations Committee, who have the majority of the House back of them in their efforts to cut down the American army to 115,000 men and the navy to below 70,000. Secretaries Weeks and Denby, with backing of the general staff and the general board, will present solid opposition to Congressional plans, and a bitter struggle and probably bitter feeling is certain either way.

The coal strike situation will be dumped in the President's lap about the same time. Secretary of Labor Davis returns to Washington on Monday. He will make a complete report to the President of his unavailing efforts to bring the operators into line for a general wage conference.

Rys. Get Big Sums in U. S. Guaranty Payments

The Denver & Rio Grande Railroad Company will receive from the Government \$477,953.52 in full satisfaction of its guaranty under the Interstate Commerce act for operation during the guaranty period of Federal control. Previous payments amounting to \$337,500 have been made.

The Southern Railroad Company will receive a partial payment of \$100,000; and the Buffalo, Rochester and Pittsburgh Railway Company \$61,093.21 in full payment. Certification of these amounts was made yesterday by the Interstate Commerce Commission.

Big Revenue Loss in Rail Traffic Decline

American railroads carried fewer passengers and less freight in December, 1921, than in the corresponding month of 1920. There was a similar decrease in the revenue from both sources, according to revenue traffic statistics of Class I, steam railroads, issued by the Interstate Commerce Commission, Bureau of Statistics. Total freight revenue in December, 1921, was \$287,687,935, compared with \$384,429,378 in December, 1920. Revenue from passenger traffic in December was \$88,894,850; in December, 1920, it was \$114,846,558.

Disabled Vets to Get Delayed Pay Monday

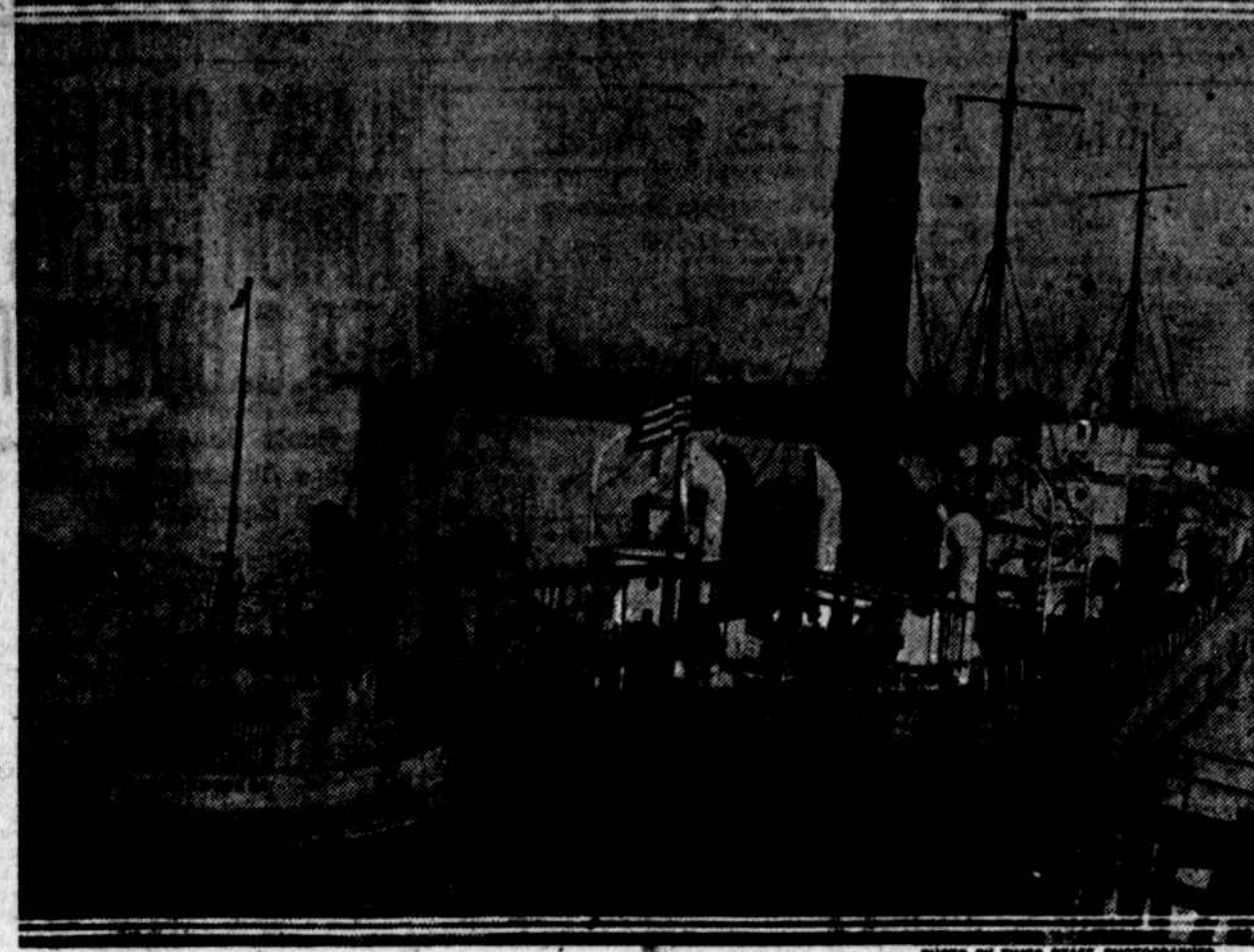
Disabled veterans who have failed to receive their checks for the fifteenth of this month will get them in all probability the first thing Monday. It was stated last night by Major Leon Fraser, assistant director of the Veterans Bureau.

Major Fraser attributes the delay to Congress, which did not pass until Friday the bill which makes the money available.

MINES IMPORT LABOR.

GRAHAM, Va., March 15.—The first car load of laborers for the coal fields on transportation in some time passed through Graham when a coach full of colored men attached to No. 5 over the Clinch Valley carried laborers to the coal mines down the valley. Several mines are advertising for miners, among them being the William Polindexter mines at Honaker.

POLICE FREEING OIL TANKER



While attempting to pass through the Potomac Highway bridge draw the Sun Oil Company tanker, Paraguay, laden with 26,000 barrels of oil for the Washington Gas Light Company, ran aground at 6 o'clock Friday night. The tide swung the nose of the ship from the channel, causing it to ram the mud bank, and the stern of the ship crashed into the pilings of the bridge. The above photograph shows the efforts of the harbor police tug to free the ship which was floated late yesterday.

MORMON CHURCH IS HIT IN LONDON

Leaders in Campaign Ask for Deportation of Missionaries in England.

LONDON, March 18.—Weird tales of conditions in sections of the United States where the Mormons have settled are edifying the English newspaper readers.

Periodically London newspapers open fire upon the Mormon missionaries in England, and for a few weeks demand their expulsion from the country.

The present campaign is on in full blast and the newspapers conducting the siege have made frantic demands that the home office deport all Mormons in England, making serious charges. "White Slave Secrets of the Mormon Invasion" and other alluring

headlines catch the newspaper readers' attention, but of chief interest for Americans in London are the weird stories of Utah.

Writers of the most exacting movie scenarios have been outdone by the writers on London newspapers, who have described night raids by Mormons on Western ranches and fights between Mormons, who were carrying off the women folk of ranchers, and mounted cowboys.

Salt Lake City is described as a den of iniquity, entirely in the clutches of the Mormons, and there have even been descriptions of precautions taken by the Mormons to prevent the escape of women from Salt Lake.

Though taunted on all sides by most sensational statements, the heads of the Mormon Church in London have been unwavering to the simple statement that polygamy is no longer practiced by those of the Mormon faith.

D. A. R. TO DANCE.

The annual reception and dance of Abigail Hartman Rice Chapter, D. A. R., will be given April 18 at Rauschers, with the young ladies

who served as pages at the D. A. R. convention as the guests. The March meeting of the chapter was held at the Hotel Lafayette Tuesday night.

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